

points served by it, and points served by it and any other air carrier or foreign air carrier when through fares, rates and related charges have been established; and showing, to the extent required by DOT regulations, all classifications, rules, regulations, practices, and services in connection with such air transportation. Once tariffs are filed and approved by DOT, they become a legally binding contract of carriage between carriers and users of foreign air transportation.

Part 221 of the Department's Economic Regulations (14 CFR Part 221) sets forth specific technical and substantive requirements governing the filing of tariff material with the DOT Office of International Aviation's Pricing and Multilateral Affairs Division. A carrier initiates a tariff filing whenever it wants to amend an existing tariff for commercial or competitive reasons or when it desires to file a new one. Tariffs filed pursuant to Part 221 are used by carriers, computer reservations systems, travel agents, DOT, other government agencies and the general public to determine the prices, rules and related charges for international passenger air transportation.

DOT needs U.S. and foreign air carrier passenger tariff information to monitor international air commerce, carry out carrier route selections and conduct international negotiations.

Respondents: The vast majority of the air carriers filing international tariffs are large operators with revenues in excess of several million dollars each year. Small air carriers operating aircraft with 60 seats or less and 18,000 pounds payload or less that offer on-demand air-taxi service are not required to file such tariffs. Estimated Number of Respondents: 230.

Annual Reporting and Recordkeeping Burden: Average Annual Burden Per Respondent: 5,700 hours. Estimated Total Annual Burden on Respondents: 1,300,000 hours.

Frequency: Initiated by carrier.

Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention OST Desk Officer.

Issued in Washington, DC, on June 6, 1996.
Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 96-14880 Filed 6-11-96; 8:45 am]

BILLING CODE 4910-62-P

Coast Guard

[CGD 96-028]

Differential Global Positioning System; Geiger Key, Florida: Environmental Assessment and Finding

AGENCY: Coast Guard, DOT.

ACTION: Notice of availability.

SUMMARY: The Coast Guard has prepared an Environmental Assessment (EO) and proposed Finding of No Significant Impact (FONSI) for its activating of a broadcast site of the Differential Global Positioning System (DGPS) service at Geiger Key, Florida. The EA concludes that there will be no significant impact on the environment and that preparation of an Environmental Impact Statement will not be necessary. This Notice announces the availability of the EA and proposed FONSI and solicits comments on them.

DATES: Comments must be received on or before July 12, 1996.

ADDRESS: Comments may be mailed to the Executive Secretary, Marine Safety Council, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, or may be delivered to room 3406 at the same address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

FOR FURTHER INFORMATION CONTACT: LCDR Gene Schlechte, United States Coast Guard Navigation Center, at (703) 313-5888. Copies of the EA and proposed FONSI may be obtained by calling Mr. Schlechte, or by faxing him at (703) 313-5920. Copies of the EA—without enclosures—are also available on the Electronic Bulletin Board System (BBS) at the Navigation Information Service (NIS) in Alexandria, Virginia, at (703) 313-5910. For information on the BBS, call the watchstander of NIS at (703) 313-5900.

SUPPLEMENTARY INFORMATION:

Request for Comments

Copies of the EA and proposed FONSI are available for the address given in **ADDRESS** and from the numbers given in **FOR FURTHER INFORMATION CONTACT:** The Coast Guard encourages interested persons to submit comments on these documents. It may revise these documents in view of the comments. If it does, it will announce their availability in revised form by a later notice in the Federal Register.

Background

As required by Congress, the Coast Guard is preparing to install the equipment necessary to implement the

Differential Global Positioning System (DGPS) service in the southeastern United States. DGPS is a new radionavigation service that improves upon the 100 meter accuracy of the existing Global Positioning System (GPS) to provide an accuracy of 8 to 20 meters. For vessels, this degree of accuracy is critical for precise electronic navigation in harbors and harbor approaches and will reduce the number of vessel groundings, collisions, personal injuries, fatalities, and potential hazardous cargo spills resulting from such incidents.

After extensive study, the Coast Guard has selected a preferred alternative at Geiger Key, Monroe County, FL. Significant concerns were raised about siting DGPS equipment at the alternative site at U.S. Coast Guard Base Key West, Monroe County, FL. The close proximity to the docking facilities to the transmitting antenna has the potential to adversely affect CG and Naval vessels carrying ordnance. The RF radiation of the antenna also has the potential of interfering with Group Key West communications adjacent to the proposed project area. In addition, the density of existing structures and the planned growth (new construction) of the base has the potential to create satellite signal reception errors due to multipath distortion from the buildings, vessels, and vehicles. Such reception errors will adversely effect the performance and safety function of the DGPS service provided. DGPS signal transmissions will be broadcast in the marine radiobeacon frequency band (283.5 to 325 KHz) using less than 35 watts (effective radiated power). Signal transmissions at these low frequencies and power levels have not been found to be harmful to the surrounding environment.

Proposed Installation at Geiger Key, FL

(a) **Site**—The Geiger Key, FL, site is located on the U.S. Naval Air Station (NAS) Key West, FL. The site is located on Geiger Key lying and being in the County of Monroe, State of Florida being more particularly described as follows: Lot 1, 2, 3, 4, 5, 30, 31, 32, 33, 34, Block 16 of "Boca Chica Ocean Shores" as recorded in Plat Book 5 at Page 49 of Public Records of Monroe County, Florida.

(b) **Radiobeacon Antenna**—The Coast Guard will install a 74 foot self supporting whip antenna with an accompanying ground plane. A ground plane for this 90 foot antenna consists of approximately 120 copper radials (6 gauge copper wire) installed 6 inches (or less) beneath soil and projecting outward from the antenna base. The

optimum radial length is 300 feet, but this length may be shortened to fit within property boundaries. Wherever possible, a cable plow method will be used in the radial installation to minimize soil disturbance.

(c) *DGPS Antennas*—Two 30 foot masts to support six small (4 inches by 18 inches diameter) receiving antennas will be required. The masts will be installed on concrete foundations. The antennas support the primary and backup reference receivers and integrity monitors.

(d) *Equipment shelter*—DGPS transmitting equipment will be housed in a 10 foot 8 inch by 16 foot 8 inch shelter.

(e) *Utilities*—The Coast Guard proposes to use available commercial power as the primary source for the electronic equipment with battery power as a backup. A telephone line and modem will be required at each site for remote monitoring and operation.

Proposed Finding

Implementation of a DGPS service at Geiger Key, FL, is determined to have no significant effect on the quality of the human environment or require preparation of an Environmental Impact Statement.

Dated: June 6, 1996.

N.T. Saunders,
Rear Admiral, U.S. Coast Guard, Chief,
Operations.

[FR Doc. 96-14865 Filed 6-11-96; 8:45 am]

BILLING CODE 4910-14-M

Federal Aviation Administration

Notice of Intent To Rule on Application (#96-02-U-00-EUG) To Use the Revenue From a Passenger Facility Charge (PFC) at Eugene Airport/Mahlon Sweet Field, Submitted by the City of Eugene, Eugene, OR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Correction to the notice of intent to rule on application to use the revenue from a Passenger Facility Charge (PFC) at Eugene Airport/Mahlon Sweet Field, Eugene, Oregon.

SUMMARY: This correction amends the information included in the previously published notice.

In notice document 96-10518 beginning on page 18771 in the issue of Monday, April 29, 1996, in the first column under BACKGROUND INFORMATION, the second paragraph should read as follows:

The following is a brief overview of the application.

Level of proposed PFC: \$3.00.

Actual charge effective date:

November 1, 1993.

Proposed charge expiration date:

December 1, 1998.

Total estimated PFC revenues:

\$1,850,000.00.

Brief description of proposed project:

Land acquisition—Phase I.

FOR FURTHER INFORMATION CONTACT:

Ms. Carolyn Read, (206) 227-2661; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250; Renton, WA 98055-4056. The application may be reviewed in person at this same location.

Issued in Renton, Washington, on June 5, 1996.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 96-14876 Filed 6-11-96; 8:45 am]

BILLING CODE 4910-13-M

Office of the Secretary

Federal Highway Administration

Announcement of Conference on DOT Drug and Alcohol Testing Requirements for Mexican Carriers

AGENCIES: Office of the Secretary, Federal Highway Administration, DOT.

ACTION: Notice.

SUMMARY: The Office of the Secretary (OST), the Federal Highway Administration (FHWA), and the Mexico Secretariat of Communication in Transportation (SCT) are holding a conference on the implementation by Mexican motor carriers of the DOT-required drug and alcohol testing rules. Members of the Mexican motor carrier industry and the general public are invited to attend. The governments of Mexico and the United States are working cooperatively to ensure that companies needing to comply with the rules are able to do so by the effective date. This conference will provide Mexican carriers with an opportunity to meet SCT and DOT personnel and speak with them on all issues related to implementation of these rules. Both governments strongly urge attendance and participation of Mexican carriers.

DATES: June 24, 1996.

ADDRESSES: Holiday Inn, Downtown Market Square, 318 West Durango Street, San Antonio, Texas. The conference will run from 8:00 a.m. to 5:00 p.m.

FOR FURTHER INFORMATION CONTACT:

Mary Bernstein, Director, Office of Drug

Enforcement and Program Compliance, Room 10317, (202-366-3784), 400 7th Street, SW, Washington, D.C. 20590.

SUPPLEMENTARY INFORMATION: The Omnibus Transportation Employee Testing Act of 1991 required the Secretary of Transportation to issue regulations requiring controlled substances and alcohol testing of commercial motor vehicle drivers who are subject to the commercial driver's licensing requirements of the Commercial Motor Vehicle Safety Act of 1986, 49 U.S.C. Chapter 313. The final rules, 49 CFR Part 40, "Procedures for Transportation Drug and Alcohol Testing Programs," and 49 CFR Part 382, "Commercial Driver's License Program and Controlled Substance and Alcohol Use and Testing," implementing such testing, were published on February 15, 1994. Following comments from United States, foreign industry, and other interested parties, FHWA amended Part 382 on September 22, 1995 (60 FR 49322) and extended the drug and alcohol testing requirements to foreign employers and drivers who drive into the United States. The implementation dates of the requirements of 49 CFR Part 40 and Part 382 will go into effect on July 1, 1996, for large foreign employers (with more than 50 drivers), and will go into effect on July 1, 1997, for small foreign employers (with less than 50 drivers).

Currently, Mexico has a drug and alcohol testing program which is wholly supported and operated by the government. This program will remain intact under the control and enforcement of SCT and run concurrently with, but in addition to, the DOT program requirements. Mexican motor carriers must comply with DOT requirements on their own, by partnering with SCT, or by contracting the requirements to consortia/third party administrators (C/TPA) working on the employer's behalf. The DOT is providing technical assistance in a number of areas to speed up the implementation process.

This conference will be an opportunity for the Mexican employers and their industry associations to have a dialogue with OST, FHWA, and SCT personnel regarding implementation issues, questions, and concerns. OST, FHWA, and SCT personnel will present to the participants a concise overview of the rule requirements. Although the primary purpose of this conference is to meet with Mexican motor carrier industry officials, other Mexican or United States interested parties, such as laboratories, consortia, third party